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CENTRAL INTELLIGENCE AGENCY

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THIS IS UNEVALUATED INFORMATION

1. Location: See Annex.

2. The airfield, 5,000x6,600 feet, is on a plateau rising slightly to the northeast and had a grass cover.

3. The following aircraft were stationed there:

a. About 50 twin-engine transports with pointed engines, low-wing monoplane, wings in slight dihedral and rounded tips, windows in cabin, door on right-hand side aft of trailing edge of wing. Two circular apertures for aircraft armament in lower side of fuselage, glazed rear gunner's station atop of fuselage, single rudder assembly, retractable landing gear, slim fuselage.

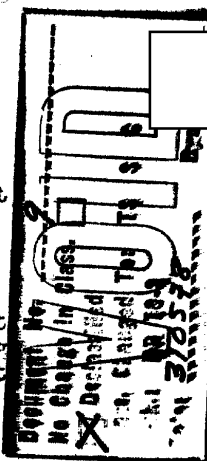
b. About 50 aircraft with double rudder assembly, somewhat smaller than type described above, low-wing monoplane, wing in slight dihedral, glazed nose, two apertures for aircraft armament in lower section of nose and in leading edge of wings. Retractable nose wheel, retractable landing gear, glazed rear gunner's station same as in type a above, two-bladed metal propeller. The shape of the fuselage was more elegant than the type described above; it was also faster, more maneuverable, and had a better rate of climb.

c. Fifteen to twenty biplanes.

Training flights with cargo gliders were observed three days in July 1948. Description of these planes:

Plywood fuselage with circular cross section, straight wings, about 85 feet long, wing span about 100 feet.

One cargo glider was towed to an altitude of about 1,200 feet by an aircraft of type described in para 3a above and then detached. The gliders had no landing gear and apparently had



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only a crew of one (glazed cockpit in front section of fuselage). No cargo gliders were seen after July 1948.

5. The intensity of flying varied. There was only little flying in favorable weather, but there was much flying in winter at low temperatures. Night flying was regularly observed in summer.
6. Parachute jumps from twin-engine aircraft described in para 3a over an area marked 1 on Annex 1 were first observed in June 1948. Groups of three men jumped from an individual aircraft at an altitude from 2,000 to 2,600 feet. Jumpings in larger groups have been practiced since early July 1948. Nine to twenty-seven aircraft in wedge formation at an altitude of about 2,600 feet (see Annex 2) were observed. Eight men with double parachutes jumped from each of the planes. The second parachute was colored red, blue, or yellow. Parachutes were dropped, presumably with weapons and food. These practices were not observed after July 1948. The twin-engine aircraft observed at the field, mostly flying in formation, left in May 1949. The aircraft mentioned in para 3b did only formation flying (see Annex 2). One of the planes in the formation did not seem to be assigned to a fixed position.
7. Formation flying was done at an altitude of about 2,000 feet by all the twin-engine aircraft in July 1948. On a Sunday the formations allegedly returned after a 2-hour flight from an Air Show in MOSCOW.
8. The biplanes did day and night individual flying. One occasionally towed an air sleeve which was fired at by antiaircraft guns from the northwestern edge of the field. The guns presumably were of light caliber.
9. The airfield personnel was estimated at five hundred men. They were presumably quartered in cantonment buildings in the woods northwest of the field. About 35 to 40 air force officers and about 60 NCOs and EM were trucked every day about noon to the town and returned after two hours.

25X1A6A Comment:

a. The report confirmed previous information on the parachute training at the airfield.

b. The observed 50 transports (LI-2) and cargo gliders may be considered as the standard occupation required for the training of the parachute units stationed there. The observed cargo glider cannot definitely be identified; presumably it was a type G-11 cargo glider since it was towed by an LI-2.

c. It is not clear if the observed B-25 aircraft were assigned to the parachute unit or belonged to a bomber unit (ADD?).

- 2 Annexes:
1. Airfield of KLIN
 2. Formations Observed at the KLIN Airfield

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